



BY HOWARD S. FISK.

THE usual Sunday runs of the National Capital Motor Cycle Club have been discontinued until after the race meet of next Saturday, the members being too much concerned with preparations for the big event to take part in joy rides. The runs, however, will be resumed immediately after the meet, and arrangements for a picnic party to take place in the near future.

A report has reached Washington that M. C. Gregory of Norfolk, who cleaned up everything he entered in the two events held in this city last year, has secured the special Excelsior belonging to Billy Feuerstein, the amateur champion, and will ride the "X" in the meet here on May 30. Feuerstein will not appear in Washington at this time, the club being unable to arrange an amateur contest.

Considerable comment was caused during the past few days by the fact that the estate in which Tommy Dedde transports his racing Indian was seen in front of the headquarters of another motor cycle concern.

Dedde is understood to have no intention of breaking away from the "little red machine" that has brought him home winner so often.

Denham in Philadelphia.

Billy Denham, who rode an Excelsior in the races at Point Breeze track, Philadelphia, yesterday, is making an effort to bring to Washington some of the well known riders who competed there.

On account of the big program of motor cycle and automobile events May 30, it has been found necessary to abandon plans for holding a cycle car race. The program will include four events for motor cycles and about eight contests for the big machines, and the time necessary for these events has made it necessary to cancel several novelty features.

Billy Denham, who will ride an Excelsior May 30, made the mile last Sunday at Laurel track in 27 seconds, and later in the day rode a mile at Benning in 1:01. The surface at the local track was very soft in some places and rough in others, and is expected to be much faster after the work is finished that is now in progress.

Many Washington riders are expected to be at Benning today, this being the last day on which the riders will be permitted to use the track prior to the beginning of the race meet.

Spent Day at Laurel.

Many riders of the Washington Motor cycle club traveled to the Laurel race track last Sunday to witness the try-outs of several fast motors which will be entered in the different events at Benning May 30. Some fast time was made by several speedsters, even though the track was not in good condition. The back stretch was full of wagon ruts, but some of the riders made the mile in less than a minute.

The coming race meet was the main topic of discussion at Wednesday night's meeting of the club. The members have decided to go to the track in a body for Decoration day, and each member will wear the colors of the club. The finish of the last race the riders will witness at Benning.



Choice of the Wise Ones
The 1914
Excelsior Auto Cycle

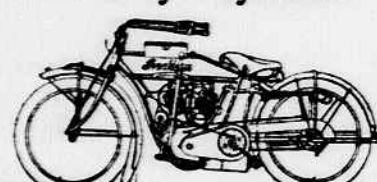
If you want comfort, power and reliability the 1914 models will meet every demand more thoroughly than any other motor cycle ever built.

A motor cycle is only as good as its motor and the one that is not at all times dependable is not a source of comfort, convenience and satisfaction, but a constant and increasing bill of expense.

Second-hand motor cycles of all makes at a sacrifice. Payments if desired. Watch the Excelsiors at the races May 30.

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AGENTS AND DISTRIBUTERS,
523 10th St. N.W. TEL. MAIN 6558.

MOTOR CYCLES
On Easy Payments



ACROSS THE CONTINENT
In
11 Days, 12 Hours & 10 Minutes.
SAN DIEGO TO NEW YORK.
A Distance of 3,578 Miles.

E. G. BAKER WAS RIDING A
1914 TWO-SPEED ELECTRICALLY
EQUIPPED INDIAN TWIN.

The mechanical oiling system, Cradle Spring Frame and the wonderful reliability of the INDIAN Motor made this possible. He not only broke the motor cycle record by NINE DAYS, but he bettered the automobile record by FIVE DAYS as well.

Big Single . . . \$200.00
Giant Twin . . . \$225.00
Giant Twin . . . \$260.00
(Electrically Equipped.)

Twin Two-Speed, \$275.00
Twin Two-Speed, \$300.00
(Electrically Equipped.)

Bargains in Used Machines
Singles . . . \$75.00 up.
Twins . . . \$95.00 up.
1914 Excelsior 7 H. P. . . \$195.00
1914 Harley Davidson Twin
Two-Speed . . . \$245.00

French
424 9th St. N.W.
Baltimore, Md. 304 W. Balto. St.

TO BE SEEN IN COMPETITION HERE.



EDDIE HEARNE OF CHICAGO, WHO WILL PILOT HIS RACER FOR HONORS AT THE BENNING AUTOMOBILE RACES MAY 30.

HOW BAKER MADE
MOTOR CYCLE MARK

Trip From San Diego to New York Was Carefully Planned in Advance.

STUDIED WEATHER CHART
FOR THE PAST TEN YEARS

Knew All About the Roads and Conditions Which He Would Have to Meet.

Erwin G. Baker, riding a 1914 seven-horsepower twin two-speed Indian motor cycle, with electrical equipment, arrived in New York city a few days ago from San Diego, Cal., having smoothed the coast-to-coast motor cycle record. He covered the distance of 3,497 miles in 11 days 12 hours and 10 minutes, clipping off about nine days from the previous record.

Baker, in telling of his trip on his arrival in the metropolitan city, said that he really achieved the feat about four months ago, having made thorough preparations and endless calculations during that period. Speaking further of his record-breaking trip, he said:

"First I laid out my route—a matter of no small importance in selecting roads and towns through which to pass. Then, having done this, I enlisted the co-operation of a weather expert, and together we examined weather conditions over my chosen territory for ten years past. Analysis showed that, contrary to general opinion, May was the best month for me to undertake a coast-to-coast ride on a motor cycle.

"So, relying on the weather's past performance, I determined to start in May, leaving San Diego on the 3d at 12 o'clock eastern time. The weather ran true to form and I did not hit rain until after I had gotten east of the Mississippi valley, at which point I struck gravelly roads which absorbed moisture readily and gave me minimum trouble. This was just as I had planned. I followed a storm area trailing from west to east and struck a storm until another one finally caught up with me. During the rainy period I covered one stage of my seventy-two miles through wind and water in one hour and fifty-five minutes.

"Another matter of foresight which helped me was the planting of tanks of gasoline ahead of me at remote spots where I knew that no gas would have been obtainable. Thus I avoided fuel troubles.

"Between Mammoth, Cal., and Glames I rode sixty-four miles on the railroad tracks, crossing trestles and bridges.

"In a 1,027-mile desert stretch of sand, cactus, heat and desolation, I traveled 115 miles without seeing a single living thing except gila monsters and snakes.

Crosses Four Mountain Ranges.

"Four mountain ranges were negotiated. At one point at the northern end of Arizona I climbed from 200 feet below sea level to an altitude of 9,647 feet into the mountain snows. It was in this mountain work that the two-speed showed its supreme qualities. My brake power, too, in making the precipitous descent of the winding mountain trails, never failed me for a moment if it had I might not be able now to tell this story.

"When I struck Indiana the authorities raised the speed limit for one day, so that I could do my best. And I did making 376 miles in eleven and a half hours. I am a Hoosier, and the welcome and encouragement which the people of my home state gave me as I passed from town to town was a generous and appreciated demonstration.

From Columbus, Ohio, to Greensburg, Pa., the going was bad. I plowed my way through 232 miles of mud—and was mighty glad to get out of it on to firm ground again.

Final Dash to Goal.

"My final dash was a 418-mile one from Greensburg, Pa., to New York city. This I did in twenty hours, sixteen of which was actual riding.

"Total time for the trip was eleven days twelve hours and ten minutes, during which I took only forty-six hours sleep—about four hours per day. Average mileage per day was 304.

"I took a new electric light bulb, expecting to need it with such hard riding. But I arrived in New York with the original bulb still in its socket and burning brightly. My batteries were still in fine condition and needed no recharging or attention during the ride.

"In my estimation it was the cradle spring frame above all that contributed to my success. It absorbed all road shocks and vibrations, and this, of course, saved all my strength, and, besides, enabled me to make speed over the roughest roads.

CARE OF GREASE CUPS.

Thorough Cleaning Necessary to Proper Oiling of Machine.

It should not always be taken for granted that because a grease cup has been given a turn regularly, the grease is reaching the part. The aperture through which the grease is forced is frequently a small one, and may easily become choked with dirt.

For this reason the cup and its cap should be occasionally removed and thoroughly cleaned, the process including running a needle or wire through the grease passage to clear it out thoroughly. The application of a little kerosene to the cup and the bearing is also of value. The threads of the cap should also receive attention, to see that they are clean, and that they have not broken or stripped, so that each turn of the cap makes the grease passage to clear it out thoroughly. The cap should then be removed and the cup filled up again.

\$50,000 RACE GUARANTY

Sioux City Business Men Back Strongly Purposes for Annual Auto Meet.

It is \$50,000 instead of the originally planned \$25,000 for the amount of the guaranty put up by Sioux City business men to back the purses offered by the Sioux City Automobile Club and Speedway Association for its inaugural meet on the two-mile speedway June 30-July 4.

This fund has been raised and it makes certain that \$25,000 will be offered as prize money in the feature event of the meet on July 4, which is to be a 300-mile race, while thousands of dollars will be put up in the earlier events on the program, including the world's record trials and sprint races.

There has been some skepticism in certain circles as to the ability of Sioux City to make good on its promise of the fastest 300-mile race, but the Automobile Club and Speedway Association is in a position to back up its claims and pay these large sums of money to set the cream of the world's drivers.

A number of the foremost racing pilots, the majority of whom will participate in the Indianapolis 500-mile race May 20, have announced their intention of entering the Sioux City event. Not only will our crack American pilots be represented, but a number of the star European dare devils have expressed their desire to remain in this country for the Sioux City event in preference to returning to Europe for the French grand prix.

Expect 94-Mile Hour Clip.

Work on the two-mile track is being pushed and three carloads of oil is being

used to redress it. The course is scientifically banked, is oval-shaped and experts believe that drivers will be able to take these turns at a ninety-four-mile-an-hour clip. The surface is of dirt of a remarkable consistency, packing hard without rutting. The grandstands are being erected to swell the total seating capacity to 20,000, while thousands more will find accommodations in the parking space for cars.

The R. Scholz, secretary of the Sioux City Automobile Club and Speedway Association, who is managing the meet, will attend the Indianapolis races on Memorial day, at which time he expects to secure numerous big entries for the Sioux City carnival.

New Automobile Tire Firm.

The past week witnessed the launching of a new tire firm, with an old-established line, the Hood tire. The name of the new firm is Sylvester & Livingston. The members of the concern are Henry H. Sylvester, son of Maj. Richard Sylvester, and Le Roy Livingston, both of whom need no introduction to the local motoring fraternity. The former is already well versed in the tire business, while the latter has been connected with the Goodyear Tire and Rubber Company for some time past. They have opened a stockroom and salesroom at 1621 14th street, northwest. Wade Powers, also well known in this city, is general sales manager of the Hood Rubber Company.

Buys Cadillac Car.

Lieut. Col. M. F. Gage, military attaché of the British embassy, last week purchased a Cadillac touring car, the seven-passenger type, fully equipped.

Studebaker Deliveries.

Studebaker touring cars were delivered during the past week to J. W. Mutersbaugh, H. L. Thornton, Loudoun Valley Milling Company, H. B. Patten and W. M. Clements.

ELECTRIC CARS ONLY
MAY ENTER THIS RUN

First Contest of the Kind Ever Held in the National Capital. Sealed Time Event.

Preparations are about completed for the first electric pleasure vehicle run ever held in the National Capital. The affair will take place Wednesday morning and already a large number of entries have been received. The run is the first annual affair under the auspices of the Washington section of the Electric Vehicle Association of America. The run will be a sealed time event.

The start will be made just south of the 10th street entrance of the Smithsonian grounds at 11:30 o'clock. The cars will be lined up in front of the new National Museum, and promptly at the appointed hour will be sent away at half-minute intervals by Starter William Jose, Assistant Mr. Jose at the start will be Harry Ward and William Ullman. The officials at the finish will be Howard S. Fisk, L. C. Chew and E. J. Black.

Route to Be Followed.

After passing through the Smithsonian grounds the route will be as follows: Through Monument grounds, passing the new bureau of engraving and printing to the speedway, turning at the terminus of the new road just off War College point and thence through the speedway and returning until 17th street into Connecticut avenue; crossing the Connecticut Avenue bridge to the western entrance of the Zoological Park; entering the park and passing down the main driveway, turning to the left at the bridge and going in a northerly direction into Rock Creek Park, following the stream and concluding at the Joaquin Miller cottage in the north end of the park.

Luncheon in Rock Creek Park.

At 1 o'clock the luncheon baskets which have been supplied the contestants will be opened on the grounds, while the officials are figuring out the time of the various participants. A prominent government official will probably seal the time for the run within the next day or two and will not be opened until the time has been checked up at the finish. A number of handsome prizes have been donated for the occasion, including one from the Washington section, which will

be awarded to the contestant finishing nearest to the time concluded in the sealed envelope.

Only electric pleasure vehicles will be permitted in the run. All of the officials will also ride in electric cars on that day. A feature of the event will be the large number of women drivers who will participate.

Two Franklins Delivered.

Two Franklin 6-30" cars were delivered yesterday, one of the roadster type to Senator Henry F. Lippitt of Rhode Island and a touring car to L. M. Foster of Richmond, Va.

New Ruling in Massachusetts.

Motorists who reside in other states but who spend less than one month in Massachusetts will not be required to obtain summer registration certificates in that state, according to a new ruling in that state. Mitchell May, secretary of New York state, states that only those who intend to remain in Massachusetts one month or more will be required to obtain the usual summer registration licenses.

Ordered Cole Car.

J. W. Estes has placed an order for early delivery for a six-cylinder, seven-passenger Cole touring car, fully equipped.

A Mitchell Purchaser.

Lieut. Philip H. Sheridan, son of Gen. Sheridan of civil war fame, has placed an order for a 1914 five-passenger Mitchell touring car of the six-cylinder type.

LINCOLN HIGHWAY MARKED.

Signs Up Along Entire Route Almost Without a Break.

The route of the Lincoln highway has now been marked, almost without a break, from New York to San Francisco. In Philadelphia the Philadelphia Trade Association has marked the route from one end of the city to the other. In Omaha all the signs are up, as they are in Clinton, Iowa, and a dozen other points. The markers have been placed across the state of Nevada, and in Utah, Illinois and other states the work has progressed rapidly. In Nebraska the old overland trail has been marked in its entirety.

"The Pike's Peak route" is the official name for that part of the Lincoln highway running through Colorado, as determined by the Lincoln Highway Association of Colorado. The new name of the route through the state has been selected to avoid confusion with the entire national road, that is being promoted from the offices of the National Lincoln Highway Association, in Detroit. The Colorado men also have decided to co-operate with the Midland Trail Association, and will work with other organizations in the development of through routes through the state.

Those who have contributed to the support of the Lincoln highway are now receiving from the Lincoln Highway Association radiating road signs. The signs are six inches wide, oval, in black and gold, and bear a map of the country, across which is a broad black band to represent the highway. The words "Lincoln Highway" surround the map.

MOTOR AUTOMOBILE RACES
MOTORCYCLE

Drivers: Eddie Hearne, John Rainey, Lou Heinemann, Fred Horey, Heine Ulbricht and others.

BIG CARS—FAMOUS DRIVERS

300-h.p. Jay-Ee-See, 120-h.p. Special, Bullet, Scat, Tornado and other world's-record-holding racing cars.

BENNING, MAY 30

→ AUTO SUPPLIES ←

This Auto Department is prepared to furnish anything needed to put the car in commission. And you can count on getting standard quality. Prices always low.

D. C. Service Station
for the

Stromberg
Carburetors

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A. V. Shock
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FAMOUS MICHELIN TIRES—
They have a world-wide reputation. We'll supply you.
B. & R. AUTOMOBILE GREASE—
Better than any you've used heretofore. Try it once and you will want it always.

Easy to regulate. Gives more mileage to gallon of gasoline. Furnishes best and most effective mixture. Type G is a new double-jet, non-water-jacketed style carburetor designed especially for "Little Sixes," but can be furnished as a single-jet type, and as such is well adapted to four-cylinder motors.

An entirely new direct-acting float mechanism is featured in this type, together with the glass float chamber, non-leakable metal float, new Stromberg indestructible metal needle valve and extended venturi tube.

It absorbs the light and heavy shocks by means of a combination of hydropneumatic spiral springs. These absorb all the slight jabs and shocks, which would otherwise be transferred directly to the body of the car. Relieves the mechanism from constant jolting and jarring.

Clocks, Gloves, Flashlights, Lamps, Thermos Bottles, Trunks, Tires
And Hundreds of Other Things Too Numerous to Mention.

BARBER & ROSS, 11th and G Sts.

The Tube for Tropical Tests

When you experience the wonderful heat-resistance of Firestone Red Inner Tubes, you might think them made of asbestos.

When time and wear prove their endurance, you might wonder if they are not of steel.

But when you realize the resiliency, their "life" and "go" and "come-back," you know they are made of Firestone rubber.

Because only Firestone rubber is equal to Firestone performance. It alone has tensile strength, density and heat-resistance which serves best in all weathers, through all kinds of driving—for the longest time.

The unhurried, painstaking Firestone method of building removes the possibility of air bubbles or grit, insures impervious texture and uniform thickness, prevents deterioration and stretching.

All sizes—made to exact size—at your dealer's.

FIRESTONE TIRE & RUBBER CO.
"America's Largest Exclusive Tire and Rim Makers."
824 14th Street N.W. Washington, D. C.
Home Office and Factory: Akron, Ohio—Branches in All Large Cities.

The Electric That
Experts Choose

Consider this list of men who own Detroit Electric Cars.

THOMAS A. EDISON, greatest electrical genius of the age.
HENRY FORD, President, Ford Motor Co.
HENRY H. JOY, President, Packard Motor Car Co.
C. J. MOORE, Operating Manager, Packard Motor Car Co.
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LEE COUNSELMAN, Vice-Pres. and Gen. Mgr., Chalmers Motor Co.
GEORGE W. DUNHAM, Chief Engineer, Chalmers Motor Co.
J. FRANK DURYEA, Vice-Pres. and Factory Mgr., Stevens-Duryea Automobile Co.
HOWARD MARION, President, Nardye & Marion Co.
S. J. KIKUA, Vice-Pres. Cole Motor Car Co.
J. WALTER DRAKE, President, Hupmobile Motor Car Co.
CHARLES W. LEE, Director, Louie Motor Co.
CHARLES J. BUTLER, President, Morzan & Wright Co.

The choice by these men—authorities every one of them—forms the greatest tribute ever paid to the Detroit Electric. These experts know automobile values; they understand mechanical construction; they are familiar with materials; they require style and sheer intrinsic merit in the electric they drive.

And their experience has led them to choose the Detroit Electric above all others.

Like other owners of Detroit Electric cars, these experts can afford, and are used to having the best.

They had all the electric cars in the world to choose from—some from \$300 to \$500 higher in price than the car they selected. They bought the Detroit Electric because they considered it the best electric on the market regardless of price.

This is only natural, for the Detroit Electric is built, actually manufactured, not merely assembled—in the greatest electric pleasure car factory in the world. Behind it stands the largest and strongest concern in the electric car business.

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